



8 AF deploys 150 to SWA

BY J. MANNY
GUENDULAY
2d Bomb Wing Public Affairs

BARKSDALE AIR FORCE BASE, La. – As Aerospace Expeditionary Force 5 and 6 begins, members of the Eighth Air Force deployed to Southwest Asia.

Approximately 150 8th Air Force members, primarily from the 608th Combat Operations Squadron, deployed May 9 to support Central Air Force's operations in Southwest Asia. Five more members will deploy later this month. Eighth Air Force commander, Lt. Gen. Bruce Carlson, was proud to see men and women from Barksdale supporting the global efforts.

"The members of the Mighty Eighth are proud to help support the Global War on Terror and excited to have the chance to put to use all the training we've done to prepare for this deployment," General Carlson said. "The deploying members will help man the gulf region's Air and Space Operations Center, which is the primary theater command and control facility responsible for orchestrating the air campaign for the coalition effort in Afghanistan sup-



Technical Sgt. Katrina Pupillo says goodbye to her husband, Master Sgt. Michael Pupillo, and their children Nathaniel and Sarah May 9 in Hoban Hall at Barksdale Air Force Base. (Photo by John Andrew Prime)

porting Operation Enduring Freedom, operations in the Horn of Africa and in Iraq supporting Operation Iraqi Freedom."

Capt. Gregory Boschert, Barksdale's installation deployment officer, said the main deployment went well with a few members await-

ing deployment sometime during the remainder of the month.

"Their departure went exceedingly well for a movement of that size," Captain Boschert said. "Capt. Todd Dyer, 608th Air Support Squadron Contingency Plans director, and his shop worked closely with us to keep us abreast of the requests of 8th Air Force leadership. The whole deployment machine, from personnel processing to aircraft manifesting, provided spot-on support for the 8th Air Force deployment. Additionally, this was the first deployment for many of the 8th Air Force people, and we provided the best support available."

Lt. Col. Michael Fleck 608th Combat Planning Squadron commander, said the members will join 608th Air Operations Group commander, Col. Kenneth Dorner, who is currently the deputy director of the CENTAF Combined Air and Space Operations Center. There they will support the theater air operations.

"We take what required objectives are presented and

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8th Command Chief says goodbye

By Chief Master Sgt. Jeffrey Ledoux
Eighth Air Force Command Chief Master Sergeant

After 30 years of service to this great country, it is with a heavy heart that I must say goodbye to you, and this great Air Force.

Although I take my uniform off, I will always remember each of you, both military and civilian, for what you stand for and what you do. It is you who makes our Air Force the most powerful and feared Air Force in the world. From Eastern Europe to Western Pacific and everywhere in between, no matter where I traveled I have had the opportunity to see professionals in action. I want you to know I was always impressed with your knowledge and dedication to getting the mission done.

Although my success can be attributed to many things, it was others who inspired and helped me to this level of achievement. I have had lots of great supervisors who taught me a great deal about caring for people.

I personally believe people are our greatest resource. Technology ages with time, but each of you gets better and more knowledgeable every day. It's that level of knowledge and commitment that makes us admired by military organizations around the world.

"... I believe each of you have the opportunity to reach your goals whatever they may be."

Although my family will always be the greatest joy in my life, my chief induction ceremony and the day I pinned on chief master sergeant will forever be ingrained in my memory. I owe a great deal to the chiefs in my past and even more to you, the people who helped me achieve that rank. I'm proud to call you my friends.

More importantly, I believe that each of you have the opportunity to reach your goals whatever they may be. Don't allow a roadblock to hinder you from achieving your objectives.

In my 30 years, the question I was asked most is how I became a chief master sergeant. I consider that easy to answer, because the answer lies in AFI 36-2618, The Enlisted Force Structure. However, I'll simplify it by saying that by following our core values and this booklet, you will achieve success.

I would like to offer a special thanks to Lt. Gen. Bruce Carlson



Chief Master Sgt. Jeffrey Ledoux

for giving me the opportunity to serve as your enlisted leader in Eighth Air Force.

Finally, thanks to the 45,000 plus men and women of Eighth Air Force, for your dedication to ensuring this command lives up to its nickname "The Mighty Eighth." Thanks for allowing me the opportunity to share my time and messages with you.

I respect your service to this great nation and leave this great Air Force knowing that you are prepared to carry the torch. It was an honor to serve with you in peace and in war. Best wishes for happiness and success.

The "Mighty Eighth" Voice

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Colonel named USAFA Jabara Award recipient

BARKSDALE AFB, La. – Lt. Col. Keith Schultz, 917th Operations Group vice commander, is the winner of the 2005 Colonel James Jabara Award for Airmanship.

Colonel Schultz has demonstrated both heroism and sustained superior performance as a B-52 aircraft commander, mission commander, test evaluator and instructor pilot. The Jabara Award, named in honor of Col. James Jabara, America's first jet ace, is given annually to an Air Force Academy graduate whose actions directly associated with an aerospace vehicle set him or her apart from contemporaries.

"Seldom in the history of aviation do we have a unique situation where a single individual has the ability to conceptualize, test, develop and then validate the new weapon system in actual combat operations. However, such is the case of Lt. Col. Keith Schultz ..." So begins the nomination package submitted by the Air Force Reserve Command.

Indeed, Colonel Schultz' story greatly impressed the superintendent and the senior Academy officials who made up the 2005 Jabara Selection Board.

Colonel Schultz participated in Operation Enduring Freedom in Afghanistan, where he saw the need to develop a more effective means of providing close air



Lt. Col. Keith Schultz, 917th Operations Group vice commander, stands on a ship following 9-11. (Courtesy photo)

support from high altitude. As described in the nomination package, "He had been pursuing the innovative notion of mounting a Litening Pod II on the wing of a B-52. In theory it was plausible but much needed to be done to implement the plan." Under intense pressure as the situation in Iraq worsened, he had to overcome multiple obstacles. For example, he had to map the coverage to avoid the cockpit crew being blinded by the lasers. By his initiative, determination and personal involvement, he was able to complete the validation process, which typically takes two years, in four months.

He worked with the systems program office of Northrop Grumman and Boeing to get the wiring laid throughout the airframe and the software developed to interface with the B-52 bombing system. He ar-

ranged the test schedule, and then flew a multitude of test sorties. The sorties identified several problems, including the high altitude limitation of the original fusing, and he was instrumental in efforts to overcome these problems.

The award package narrative describes the importance of the modification. "With this new Litening II capability, the crew could now estimate in real time the nature of the target, identify friendly or collateral damage concerns, and decline a target if it is not fit for strike."

Shortly after the beginning of the Iraq War, Colonel Schultz deployed to Fairford Royal Air Force Base, England. Again, quoting the nomination package, "On April 11, 2003, Lieutenant Colonel Schultz distinguished himself as the aircraft commander of Facet 32, in the performance of air

combat operations over Iraq in support of Operation Iraqi Freedom. On this date Facet 32 was tasked as a single ship Killbox Interdiction/Close Air Support in northern Iraq. Rapid advances by coalition forces created a dynamic battlefield environment, complicating target detection and positive identification for all players. Facet 32 immediately stepped in to provide a much needed capability using their recently fielded Litening II targeting pod to survey the area between Mosul and the Syrian border for enemy forces engaging the advancing coalition ground assault. Lt. Col. Schultz quickly made the transition from surveillance to strike operations and proceeded to an airfield in the vicinity of Saddam Hussein's home in Tikrit, for tasking with a ground forward air controller."

The assignment "required Facet 32 to penetrate areas defended by SA-2 and SA-8 surface-to-air missile sites and execute a dangerous over flight of the target in order to verify target locations and evaluate collateral damage concerns. ... Lt. Col. Schultz penetrated the SAM site and released a GBU-12 laser-guided weapon on a command center with dead on accuracy. He then executed two more attacks in the target area destroying a communica-

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Blind 9-11 survivor helps Beale see teamwork

By Airman 1st Class
Candace Romano
9th RW Public Affairs

BEALE AIR FORCE BASE, Calif. – With the smell of burning jet fuel pungent in his nose and the sense of human fear all around him, Michael Hingson and his guide dog, Roselle, found themselves walking down from the 78th floor of the World Trade Center's north tower on Sept. 11, 2001.

After navigating down 48 flights of stairs, the blind man and his dog were met by firefighters bravely marching up the stairs to fight the fires on the floors above. They patted Roselle as she returned dog kisses.

"That was probably the last demonstration of unconditional love they ever received," said Mr. Hingson, as tears welled up in the eyes of many in the audience.

Team Beale members heard an inspirational account from an internationally renowned speaker and 9/11 survivor Wednesday. Mr. Hingson, a national public affairs representative for Guide Dogs for the Blind, spoke to an audience of about 400 at the base theater about raising awareness about blindness, and emphasizing the importance of trust and teamwork among military members.

"There is currently a high operations tempo at Beale and Airmen are constantly under high stress situations," said Col. YuLin Bingle, 548th Intelligence Group commander. "The fact that Mr. Hingson was able to come speak to the Airmen is a tremendous opportunity."

The opportunity came when Colonel Bingle and Fran Peace, district director for U.S. Rep. Wally Herger, arranged to have Mr. Hingson speak at Beale. After 9/11 Mr. Hingson became the national spokesman for Guide Dogs for the Blind, a non-profit



Michael Hingson, 9/11 survivor; and his guide dog, Roselle, arrive for a talk on teamwork at Beale Air Force Base, Calif. (Photo by John Schwab)

organization which pairs dogs with blind people nationwide at no cost. Mr. Hingson tours the nation, spreading generously his lessons of trust and teamwork that came out of his experience.

"Michael Hingson has unique insights into why we fight the fight as military members," said Col. Larry Grundhauser, 480th Intelligence Wing commander. "He has lessons in teamwork which apply to all of us in the military."

Mr. Hingson, a lighthearted man with a serious message, tied together the ideas of trust and teamwork in his personal team with Roselle to the military.

"We wanted to carry a message that what guide dogs are really about are not guiding blind people from one place to another," said Mr. Hingson. "Guide dogs as an organization and its creatures represent a partnership. They represent teamwork in action in the most basic and realistic

way possible."

According to Mr. Hingson, Roselle is his "long-range intelligent radar," watching for obstacles in his way. With him navigating, Roselle guiding—the two of them are an unbreakable team.

"I know that in the military, everyone is part of a team. Sometimes we don't necessarily know the plan, sometimes we don't know all that is occurring, but you all know that you are indeed part of a team," said Mr. Hingson. "Because that team works together, the sum of the whole is much greater than the individual parts."

Mr. Hingson also recounted the emotions of the American people just hours after the towers fell as they tried to get their bearings emotionally.

"We were trying to understand and we all knew that something had happened that was going to change our world forever," remembered Mr. Hingson. "Suddenly, we heard jets

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Minot deploys 750 for AEF 5 and 6

By Senior Airman
Katie Booher
5th Bomb Wing Public Affairs

MINOT AIR FORCE BASE, N.D. — More than 750 people and about 366,000 pounds of cargo are leaving here, some for four months, some for longer, to support operations Iraqi and Enduring Freedom and other contingencies around the globe.

According to the installation deployment officer 1st Lt. Ellis Allen, 5th Logistics Readiness Squadron, the 5th Bomb Wing is losing about 20 percent of its manning to Air and Space Expeditionary Force rotation five and six.

"A large portion of this group is bomber maintenance," he said. "As a whole, Minot's deploying to [more than] 15 different locations in Southwest Asia and worldwide."

As the installation deployment officer, Lieutenant Allen said his main job is to get people where they need to be at the correct times.

"My office is responsible for planning, operations and movement of people and cargo," he said. "From the time we get official notification we have a tasking to getting the deployer to the location on time, it all falls under my umbrella of responsibility."

He compared himself to a train conductor who works with the necessary agencies on base to make sure the deployment stays on track.



Cargo is loaded onto a C-5A Galaxy April 29. More than 366,000 pounds of cargo went to more than 15 deployed locations worldwide as part of a deployment of approximately 750 Minot Airmen. (Photo by Airman Chris Boitz)

"It takes help from the personal readiness function, customer support, air terminal operations, over 70 unit deployment managers and the 5th Services Squadron," he said. "The actual deployment lines are made up of a bunch of different organizations including the chapel, public affairs, medical, safety, communications and legal."

Deployments don't just happen overnight, according to Lieutenant Allen. They take months of careful planning to make sure every detail is coordinated.

"The planning for this deployment started in October and it will be over when the last deployer leaves towards the end of May," he said.

Most of the people supporting aviation are traveling via military airlift, but the [expeditionary combat support] deployers are either leaving on commercial aircraft or for the first time at Minot, they're leaving using an aggregate system, said Lieutenant Allen.

"Aggregation is designed to provide in-transit visibility to the forward operating locations as well as shorten the time of travel for deployers," he said. "For our ECS deployers who are going to the same locations as other bases that are sending military airlift, we'll send our deployers [commercial] to that base to catch [their military] airlift."

According to Lieutenant

Allen, this deployment has gone as planned with no major problems because every agency involved is giving 100 percent.

"All of the agencies involved with the deployment play an equally important role," he said. "Everybody's involved, everybody's doing what they have to do to get the job done and everybody plays."

Col. Greg Biscone, 5th Bomb Wing commander, said the people deploying should be proud of what they're about to accomplish.

"No matter where they're headed, I'm certain they'll do an excellent job," he said. "They'll be learning firsthand what it means to put 'bombs on target, on time.'"

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translate that data into air missions that support the ground forces commander and all strategies based on his decision," Colonel Fleck said.

All 138 members who deployed left family and friends behind. General Carlson said he understands the demands of the families but reminds them that Barksdale has plenty of help for them.

"As with any deployment, it will be demanding for the family left behind, but our folks can go do their jobs knowing an incredible support network from 8th Air Force and Team Barksdale is taking care of their family members while they are gone."



Some of the 150 or so 8th Air Force personnel headed to Southwest Asia for 120 days prepare to board a charter jet at Barksdale Air Force Base Monday, May 9, 2005. It is the 8th Air Force's first overseas deployment in nearly two years. (Photo by John Andrew Prime)

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tions complex, denying the enemy's ability to control combat operations. This historical event marks the first ever B-52 release and self-designation of a laser guided weapon in history. Not satisfied with making history, Colonel Schultz requested and obtained targets for their 16 external loaded 1,000 pound CBU-103s." While completing this mission, he

was forced to use evasive maneuvers when there were indications of a surface-to-air threat.

Gen. Tommy Franks personally recognized Colonel Schultz for his tremendous accomplishments on this historic 15-hour flight which effectively demonstrated an incredible new combat capability for the B-52 and the continued expansion of this ven-

erable aircraft's combat prowess. During Operation Iraqi Freedom, Schultz went on to fly 200 hours in combat and drop 275,000 pounds of munitions.

Colonel Schultz joins a distinguished group of Academy graduates who have been honored since the Jabara Award was first given in 1968. Winners include Vietnam War heroes

Karl Richter, '64, Steve Ritchie, '64, pioneering astronaut Karol Bobko, '59, and current USAFA Director of Safety Harold E. Waters, '85. Colonel Schultz will be presented the 2005 Jabara Award for Airmanship on May 13 during the noon meal at Mitchell Hall and will be honored at a dinner hosted by the Association of Graduates. .

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overhead and there was this collective sigh. People ran outside, looked up and saw our planes flying overhead. There was such an incredible cheer and outpouring of emotion because we suddenly knew we were safe. It just showed why we are the greatest country, and it was because of the team that we call the U.S. military."

Mr. Hingson helped and inspired the audience to learn the real lessons of 9/11: trust, teamwork, the courage to face change and the power of the

human-animal bond. He also taught how one plus one can equal so much more than two. His motivational speech was honest, powerful, moving, empowering, and gave hope to all who attended.

"Michael Hingson is a positive speaker who is able to turn a liability into assets and a negative into a positive with an amazing attitude," said Staff Sgt. Stephen Mooney, 48th Intelligence Squadron quality assurance evaluator. "His emphasis on teamwork

was very inspirational."

After 9/11, Mr. Hingson and Roselle traveled around the world, making countless television and radio appearances, speaking at events across America and in Australia, Canada, Japan, Poland, Ireland and New Zealand.

Roselle has been honored with several awards as a guide dog, including the British Dickin Medal and the Ace Medal for Outstanding Service Dog by the American Kennel Club.

8 AF wins more than half of ACC safety awards

By Capt. Carla Pampe
8th Air Force Public Affairs

Members of Eighth Air Force are off to a safe start this spring, earning five awards in the Air Combat Command monthly safety awards program for May.

A crew from the 552 Air Control Wing at Tinker Air Force Base, Okla., earned the Aircrew Safety Award of Distinction. Crew members were: Col. Timothy Collins, Capt. Walter Hattemer, First Lts. Mikel Daniel and Maurice Scales, and Tech. Sgt. Joseph Huffman.

Airman 1st Class John Beckett, 2d Bomb Wing, Barksdale AFB, La., earned the Crew Chief Safety Award of Distinction.

Mr. Todd Steward and Mr. David Borrowman, 509 Bomb Wing, Whiteman AFB, Mo., won the Flight line Safety Award of Distinction.

Capt. Daniel Forman of the 509th Bomb Wing, Whiteman AFB, earned the Ground Safety Award of Distinction.

The Unit Safety Award of Distinction went to the 5th Maintenance Squadron, 5th Bomb Wing, Minot AFB, N.D.

Colonel Kevin Smith, 8th Air Force Chief of Safety, feels the awards set a great example for others.

"This is great for all of us – a real feather in the cap for all of the Eighth Air Force safety professionals out there pushing the awards recognition program so hard," he said. "It's the right thing to do

"Safety is not a poster on the wall, or a twice a year event ..."

*Lt. Gen. William Fraser
Air Combat Command vice commander*

for a number of reasons. The more we submit, the more awards we will win, and the more we win, the more people will submit - and the circle keeps growing."

According to Lt. Col. David Davies, 8th Air Force Chief of Flight Safety, 8th Air Force has won over half of the possible monthly/quarterly ACC Safety awards this fiscal year."

"Submit and Win is our motto. In all of Fiscal Year 04, 8th Air Force only received 29 nominations for ACC Safety Awards and only 13 were selected as winners," Colonel Davies said. "So far in FY05, 8th AF has received 69 nominations and 22 of those were selected by ACC as winners. Pick up a Combat Edge safety magazine any month and you are sure to see 8 AF strongly represented on the awards page."

Colonel Davies feels vigilance is one reason for 8th Air Force's strong safety record.

"Nobody in the Safety Directorate is taking our safety record for granted," he said. "In fact, 8th AF is leading from the front and continues to adjust our safety programs and activities."

Eighth Air Force's safety program is also being shared with others.

"More of our successes have been shared/crosstelled

to the rest of the Combat Air Forces than anyone else – you only have to go to ACC Safety web pages to see that we have numerous programs being touted on their 'Best in ACC' link," he said. "We've received calls and sent numerous files to Pacific Air Forces Safety, U.S. Air Forces Europe Safety and Central Command Air Forces Safety."

In the past, Colonel Davies felt a lot of focus was being put on improving safety, but not enough on rewarding those who made the improvements happen.

"We've made great strides in reducing the number of mishaps, but have fallen short in recognizing our Airmen," he said. "Every Airman in 8th Air Force shares in these accomplishments, and the ACC Safety Awards program exists to recognize those who complete the mission while preventing injury to personnel and or the loss of an aircraft."

"The ACC safety magazine 'Combat Edge' is littered with the recognition our Airmen deserve. They are operating in a high ops tempo environment and getting the job done safely," Colonel Davies added. "Managing the Safety Awards program at the Wing level takes a significant amount of time and energy. It is a testimony to the quality of

our safety professionals that they are willing to take on this responsibility."

While 8th Air Force is doing well with their safety program, Colonel Davies stressed that units should never stop striving to do better.

Commanders, functional managers and supervisors at 8th Air Force wings should continue to utilize safety initiatives while emphasizing Personal Risk Management and Operational Risk Management both on- and off-duty," he said. "Continued safety emphasis on ORM/PRM, situational awareness and personal safety during off-duty activities will ultimately move our NAF closer toward a sustainable ground safety zero mishap rate."

In a recent letter to ACC commanders, Lt. Gen. William Fraser, ACC vice commander, echoes the sentiment that safety is an ongoing process.

"Within ACC we wield awesome aerospace power, and that requires we keep safety at the forefront-we can't let our guard down at all," General Fraser said. "The mishap programs you have put in place preserve and protect our combat resources and need your oversight."

"Safety is not a poster on a wall, or a twice a year event, or a separate program-safety is involved leaders making a difference and keeping people alive," General Fraser added. "Make safety work in ACC, lead from the front."

Hide and seek

EOD tech deploys snuff out terrorism

By Tech. Sgt. Sherri Savant
917th Wing Public Affairs

Danger lurks at every turn—in hidden rooms, walls and false floors. Mafia-style Afghani warlords seek to continue the work of the Taliban throughout the country. It is up to U.S. Special Forces and assisting bomb technicians to seek out and thwart the enemy's plan of destruction.

All appears peaceful and serene in the mountainous terrain of southern Afghanistan. The view, nearly breathtaking, paints quite the opposite picture from the hostile reality that lies beneath.

It's (detecting and rendering explosives safe) just "second nature" for this group of bomb-seeking experts, according to the Wing's own Master Sgt. Kyle Waller, who deployed to Kandahar Airfield, Afghanistan, in January and returned mid-May.

In only three months time, Sergeant Waller's flight responded to over 96 calls for assistance and destroyed over 237,000 hazardous ordnance items. Their primary mission was to support the airfield and the installation from artillery attacks, unexploded ordnance, the destruction of an emplaced mine, or the threat of an improvised explosive device. The Flight also conducted disposal operations of captured enemy ammunition daily. Past experience, Sergeant Waller said, was key in the success of his flight on this deployment.

"Due to my experience in Iraq, I went there knowing what to expect in order to satisfy the mission and prevent the enemy from being success-



Master Sgt. Kyle Waller assesses just how to set up a cachet of ordnance, retrieved from a mountain side in southern Afghanistan, for disposal. (Courtesy photo)

ful," he said. "A large part of being able to achieve mission success there is having the ability to 'out think' the enemy to the point that you know their next move before they make it, much like chess." This is not done without some risk, however.

One EOD mission involves dropping technicians out of a helicopter, often hundreds of meters from the ordnance site. They are left to navigate via global positioning system or by compass to the site, leaving themselves vulnerable to attack. Their only security...a door gunner manning an M-60 machine gun from above.

"These types of missions require you as an EOD operator to have eyes in the back of your head, if you will," said Sergeant Waller. "It can be chal-

lenging when you are dropped into an unknown area, given only an eight-digit grid coordinate and have to navigate to that point to carry out your mission in an area you have never operated in."

Despite all the danger associated with each mission, Sergeant Waller said he feared nothing. "It is my opinion that to have fear in this line of duty would conflict with your ability to think clearly in order to successfully accomplish the mission," he said.

The fearless Arkansas native kept close contact with his family back home from his temporary home only 40 nautical miles from the Pakistan border. It's the little things, he said, he missed most—"ice in your drink, green grass and the sweet smell of the south."

NCO enhancement course opens to civilians

By Master Sgt.
Dee Ann Poole
509th Bomb Wing Public Affairs

WHITEMAN AIR FORCE BASE, Mo. – The NCO professional enhancement course here recently opened its doors to base civilian students. Cie Gafford and Lisa Kimmel were the first ones to join 30 staff sergeants in the class April 18-20.

The course bridges the education gap for junior NCOs between airman leadership school and the NCO academy.

“It provides an atmosphere for our young supervisors to network and share experiences,” said Master Sgt. Warren Weakley, 509th Bomb Wing career assistance adviser and NCO PEC superintendent. “They realize they may be having problems that someone else may have already dealt with and bounce advice off each other.”

Students also get first-hand knowledge and experience from various base senior leaders on Whiteman. Sergeant Weakley said these factors prompted him to open the class to civilian supervisors.

“We are all one team. Civilians are a big factor in our mission and should be receiving identical information so they can be more



Staff Sgts. Denise Forrest and Beau Parker write enlisted performance report bullet statements with Lisa Kimmel at the NCO Professional Enhancement Course April 18-20. This is the first class attended by civilian supervisors who work on Whiteman. (Photo by Master Sgt. Dee Ann Poole)

effective supervisors,” he said. “This puts all Airmen on a level playing field when receiving career path advice, performance feedback, enlisted performance reports, awards and decorations, etc.”

Staff Sgt. Beau Parker attended the class with Ms. Gafford and Ms. Kimmel. The 10-year veteran has never had a civilian supervisor, but he said the class is important for civilian supervisors.

“It’s important for anyone who supervises to take this class, especially a civilian who hasn’t had ALS or any other formal supervisory training. Civilians can take this class to enhance their knowledge of the Air Force and their supervisory skills

for dealing with military members,” said the 509th Logistics Readiness Squadron member.

The class was well received by Ms. Gafford, 509th LRS, and Ms. Kimmel, 509th Communications Squadron.

“I enjoyed the class,” said Ms. Gafford, who as the mobility element chief supervises 11 military members. “I found the sessions concerning Air Force writing techniques, and awards and recognition programs to be highly informative. Additionally, the importance of mentoring was stressed as the cornerstone of the supervisory process.”

Ms. Gafford said mixing civilians and military

members was a good decision.

“It was important to attend this class with military members taught by military members for the simple fact that it was hands-on training for me. It allowed me to actually see and be a member of the class, to apply some of the lessons learned and also to have foresight into what the troops in the future will be learning and experience when they attend this particular class,” she said.

Ms. Kimmel said even though the class was steered toward active-duty members, she learned a lot.

“Being in class with military members was a learning experience. Listening to their problems and comparing them with mine made me realize they’re the same. It was good to hear that I’m not the only one with issues,” said Ms. Kimmel, who supervises one person in her job as the base records and Freedom of Information Act manager.

This is just the reaction Sergeant Weakley said he hoped for.

“They attended because they want to be more effective leaders and supervisors,” he said. “Although the attire is different, the mission is the same. I hope they use the tools received on a daily basis to better supervise their Airmen.”

Paint Your Heart Out



(Above left) Senior Airman Melissa Henderson, Air Force Network Operations Security Center, 1st Lt. Susan Loveland, 608th Air Intelligence Squadron, and Mrs. Melissa Collins plant an azalea bush in the yard of Mrs. Rose Green on Ellison street in Shreveport. (Above right) Airman 1st Class Martin Guerra, 608th AIS, holds a ladder for Capt. Carla Pampe, 8th Air Force Public Affairs. For all their extra efforts, including planting flowers and yardwork, the Eighth Air Force "Mighty Painters" Team One and Two earned the 2005 Willie J.C.Critton Award, "The Team Spirit Award."



(Above) Staff Sgt. Sean Collins, 608th AIS, and Master Sgt. John Jackson, 8th Air Force Legal Office, work on the side of Mrs. Green's home. (Left) Col. Kevin Smith, 8th Air Force chief of safety, and his wife, Sherry, take a last minute-over of the house as Mrs. Collins places a tree on the front porch. At the side of the house, Mrs. Green's son adjusts a plant as Capt. Birma Gonzalez, Commander's Action Group, paints.

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(Above) The home of Mrs. Ellis before painting began. (Below) Staff Sgt. Derrick Pope plants an azalea bush. (Photos by Tech. Sgt. Barbara Schleben)



(Above) The Mighty Eighth Painters, Team Two, work on the house of Mrs. Rose Mary Ellis on Broadway Street in Shreveport. Here, Capt. Gregory Hoffman, 8th Air Force Detachment 1, Staff Sgt. Derrick Pope, 608th Air Communications Squadron, Airman Joshua Baird, 608th ACOMS, Airman 1st Class Christopher Cole, 608 ACOMS, Senior Airman Jennifer Mann, 608th AIS, and Staff Sgt. Juan Rodriguez-Estrada work on the home. (Photo by Tech. Sgt. Barbara Schleben)



In addition to the two teams from 8th Air Force Headquarters, members of the 26th Operational Weather Squadron had two teams participating in Paint Your Heart Out. (Above) Staff Sgt. Jerrimy Erskine, Airman 1st Class Jennifer Nunn, Mr. Ryan Richard (son of Master Sgt. Paul Richard), Senior Airman Neel Rodgers and Airman 1st Class Bryan Reed do touchups on a home on Jesse Owens Street in Shreveport. (Left) Airman Nunn, Staff Sgt. Erskine, Airman Rodgers and A1C Reed work on the back of the house. (Photos by Master Sgt. Paul Richard)

Former teacher becomes model Airman

By Carolyn Knothe
Special to the Whiteman Spirit

WHITEMAN AIR FORCE BASE, Mo. — Sitting amid the midday bustle at the base pharmacy, Senior Airman David Mendez-Priego reflected on the attitude that has carried him throughout his life.

"I guess I just do what has to be done," Airman Mendez-Priego said modestly. "I put in my best effort."

The 509th Medical Support Squadron pharmacy technician has certainly shown this to be true throughout his journey from Mexico to Whiteman.

Originally from Villhermosa, in the state of Tabasco, Mexico, Airman Mendez-Priego was originally an English teacher.

Airman Mendez-Priego decided to come to the United States in February 2000 to give his two sons a better quality of life. He and his family moved to Michigan, where the cold temperatures were just one difference from what they knew in Mexico.

"My first job in the states was as a dishwasher," he said. "Then, I got a job as a construction worker, and also worked in factory."

In March 2001, he joined the Air Force.



Senior Airman David Mendez-Priego left his home country, Mexico, to provide a better life for his two sons.

"When I came to the Air Force, I wanted to serve and support the mission," he said. "Later, by serving during wartime, I got the opportunity to become a citizen."

Because of his high Armed Forces Quality Exam scores, Airman Mendez-Priego was able to choose whatever career field he wanted. After trying out nursing, he eventually became a pharmacy technician.

"I love it," he said. "I like the customer service,

being at the window ... I'm a people person."

The hardest part of the job, Airman Mendez-Priego said, is the workload.

"There's never a downtime, never a time to sit down because you have nothing else to do," he added. "But, I'm a very positive person. You make your assignment what you want it to be."

In addition to these duties at the pharmacy, Airman Mendez-Priego has found time to earn a bachelor's degree in

organizational management and leadership, and serve on the base honor guard.

"I've fought the hardest for the school," he said. "I went to school full-time and finished my bachelor's in two and a half years in my second language."

He's now thinking about a master's degree and submitting the paperwork to eventually become an officer.

"I want to make the Air Force a career," he said.

Tech. Sgt. Todd Hults, the NCO in-charge of pharmacy services, said Airman Mendez-Priego is a vital part of the mission, from his customer service skills to helping Spanish-speaking customers at the pharmacy window.

"He's an extremely hard worker and very thorough," Sergeant Hults said. "He's the one that fills in all the boxes with the college education, making rank and professional military education. He's a good example for the younger Airmen to follow."

For Airman Mendez-Priego, it's all about doing his best, Sergeant Hults said.

"If nobody is doing a job, I'll do it," Airman Mendez-Priego said. "If it needs to be led, I'll lead it. If I need to follow, I'll follow."

Off the beaten track

From enlisted security policeman, to pilot, to prosecutor, and back

By Capt. Carla Pampe
8th Air Force Public Affairs

When Lt. Col. Larry Haskell, 608th Combat Plans Squadron, officially retires Sept. 1 after more than 21 years of service to his country over a span of 33 years, he will take with him fond memories of a long and distinguished career, and many interesting stories to share with family and friends.

However, Colonel Haskell's Air Force story is an unusual one, and his career path has more twists and turns than most. On his resume you'll find enlisted security policeman, college student, officer, B-52 pilot, B-1 pilot, civilian county prosecutor, enlisted security policeman (again), and active-duty officer (again). Just about the only thing you won't find in his bio is doctor and Indian chief.

The colonel's interest in the Air Force started at a young age.

"My uncle was a B-17 pilot in the Army Air Corps during World War II, and retired as a colonel," he said. "My Dad was Air Force. He retired as a master sergeant in 1962. I was young, and didn't know much about his career except that he had a long career in the military."

As a child, Colonel Haskell said he always thought, "Boy, I'd love to fly someday."

After high school, the colonel joined the Air Force on the enlisted side, "for all the typical reasons - travel, education opportunities - and I also thought, 'maybe someday I'll have the chance to fly,'" he said.

When he arrived at basic training, the young airman was told the Air Force was short on security forces personnel, so he was selected to attend technical school in security forces.

"My first duty station was at Hahn Air Base in Germany, guarding airplanes. That kind of concreted my love of the Air Force. While I was there, I fell in love with the F-4 [Phantom], and that was what motivated me to want to fly," he said. "I never got to fly them, but I still love them. I determined then and there that I would do my four years and get out so I could go to school. I wanted to meet the age limit for pilot training."

After his four-year term was up, Colonel Haskell separated from the Air Force, and used his GI bill to attend the University of Washington, where he finished with a degree in



Airman Haskell jokes around at Lackland Air Force Base, Texas, following basic training in March 1972. (Courtesy photo)

political science. Still, he dreamed of flying.

"I rejoined the Air Force in 1979, and went in for flight screening and officer training school. In January, 1980, I went to pilot training at Vance Air Force Base, and got my wings in November."

Looking back at his years of service, Colonel Haskell feels earning his wings was his proudest accomplishment.

"I wasn't a natural at it," he said. "I worked very hard, and I got good at it."

"My mom, who is now deceased, pinned on my wings," he added. "It was

one of the happiest days of my life."

After pilot training, Haskell went to March Air Force Base, Calif., to fly B-52Ds.

"After 15 months there, [the B-52D] got bone-yarded, so I went to Fairchild AFB in Washington to fly B-52 Gs and Hs."

It was there that Colonel Haskell achieved another dream.

"I was board selected to fly B-1s in the initial cadre at Grand Forks," he said. Next to earning my wings, the greatest thing in

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my career was getting picked up for the BONE.”

However, that proud accomplishment was soon clouded by tragedy. On his very first training flight in the brand-new B-1, Colonel Haskell and his crewmembers were flying low-level near LaJunta, Colo., when they struck a large pelican. According to a report on the incident, the bird tore through a wing, ripping apart critical hydraulic, electrical and fuel lines. This started a fire which made it impossible for the pilot to control the plane.

“The airplane caught on fire, and we had to punch out,” he said. “We lost three guys. It was the first B-1 to crash after the aircraft became operational.”

Two of those killed were instructors who were not in ejection seats and did not have time to bail out manually. A third crewman, the co-pilot, died because his ejection seat malfunctioned. The Air Force subsequently hardened the vulnerable area on the remaining B-1s.

“We were held blameless, and I thank God for that. I couldn’t have lived with myself if it had been something we did wrong,” Colonel Haskell said. “It was a profound loss. It literally took months and hard work to get back mentally. I turned it into my



Lieutenant Haskell's mother, Beth Haskell, pins on his pilot wings in November, 1980. (Courtesy photo)

mission to prove that one could, in fact, make it back from such a tragedy.”

After he began flying again, the colonel eventually upgraded to instructor pilot, and he did that until 1992, when he made a decision he would later call his biggest regret.

“At that time, I stupidly traded away my career for the voluntary separation initiative single separation bonus hoping to get an airline job,” he said. “That didn’t happen, and I didn’t have a plan B. So, there I was, 37 years old, with no marketable skills and no job.”

It was then the unemployed former Air Force pilot decided to pursue a career in law.

“I decided at that time

to go to law school. I passed my bar in Washington State in May of 1998, and I moved to Spokane and got a job with the county prosecutor’s office,” he said. “I prosecuted misdemeanors in district court, and later put drug dealers in prison for a living.”

While he enjoyed his work, Colonel Haskell soon found himself missing the military.

“About six months after I got there, I joined the Washington Air National Guard. At the time, there were no commissioned slots, so I went from being a major to an E-5 with the 141st Security Forces Squadron at Fairchild – right back to guarding planes where I

started,” he said. “Here I was wearing four stripes on my sleeve and command pilot wings. It was pretty unusual.”

Then one day, the sergeant got a call from the commander of the Washington Air National Guard’s 116th Air Support Operations Squadron.

“He said ‘I don’t know how your resume on my desk, but how’d you like to be a major again?’ So, I went to work as an air liaison officer with the Tactical Air Control Parties,” Colonel Haskell said.

In 2002, Colonel Haskell came back on active-duty at Barksdale, hoping to return to the cockpit.

“It was post-9-11, and I really wanted to fly,” he said. “I was here at the 608th Combat Plans Squadron working in the AOC when we deployed to Prince Sultan Air Base, [Saudi Arabia].”

During that time, Colonel Haskell served as the chief of the Time-Sensitive Targeting cell. At the start of Operation Iraqi Freedom, he moved over to the Air Interdiction Cell.

“We were responsible for scrubbing the day’s Air Tasking Order for accuracy,” he said. “I kind of saw myself as an airplane broker, so to speak,

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because between the TST, Close Air Support, Special Operations Forces, Marine Liaison officer – whoever needed air support, we made sure they had it.”

The colonel’s proudest accomplishment during his time at PSAB was building the operations floor bomber plan for the day.

“Any airplanes that came over with no targets for the day, we got them targets,” he said. “When I left work after each shift, I knew that no one had to sweat the bomber plan for the day, because every bomber had something to do and somewhere to target.”

After the fall of Baghdad, Colonel Haskell said the air interdiction mission slowed down significantly, so he was sent back home to Barksdale. He returned hoping to fly again, but it was not meant to be.

“While we were gone, my package to return to the cockpit was approved by ACC, and I got it the same week I had a heart attack,” he said. “They stented me up and that was basically the end of my flying. When that happened, it kind of made my decision to look at retiring a little easier.”

With all the jumping back and forth from active-duty to civilian life and back, one wonders if the

colonel has regrets.

“My biggest regret in my career was getting out of the military. I should have stayed in. When I got out and my plan failed, I had no backup, so I had to find an alternative,” he said.

Still, he feels going to law school gave him certain advantages when he came back in.

“A lot of what we do in the Air Operations Center is writing and speaking. My law degree and job as a prosecutor definitely helped me in that area,” Colonel Haskell said. “It has also given me confidence and made me a critical thinker, which made me a better officer. It has also made me a much better listener, which also made me a better officer.”

The colonel said he tries to share what he’s learned with others.

“I’ve imparted as much of my knowledge and skills to others as I can.”

Although he is retiring from the military, Colonel Haskell is far from retirement. In another twist, he will return to his old job at the county prosecutor’s office in Spokane.

“Since I signed out on military leave from the prosecutor’s office, I have been gaining seniority while I’ve been gone, and I will step right back



Colonel Haskell receives the flag at his retirement ceremony recently. (Photo by Airman 1st Class Trina Flannagan)

into the same office,” he said. “As many cases as I’ll have, I will have a reduced ops-tempo – I’ll be home at night. That’s the hardest thing about the military – the amount of time you spend away from home.”

Haskell said there are many things he will miss about the military, but at the top of the list is the camaraderie.

“You will never see the kind of closeness in the civilian work community that you have in the Air Force. People here look to each other for support and camaraderie, and it is such a deep bond.”

Colonel Haskell and his wife have five children, three of whom are still at home.

“They’ve weathered all the moving as well as they can. As hard as it is for

them to move around a lot, I always tell them we’re not the only ones doing it. I’m selling this move as the last one,” he joked.

When he came back on active duty in 2002, Colonel Haskell promised his wife two things: “I promised that when I was done we would go back home [to Washington] and that she’d get new carpet in our house when we returned. She doesn’t ask for much.”

Although he laughs about it, the colonel knows saying goodbye to the military will be hard.

“It’s been my life, and it’s been a good one. I hope the people I leave behind can look at me and say ‘Larry contributed.’ That would mean more than anything in the world to me, to know that I made a difference.”

Steering clear of sports injuries

By Airman 1st Class Ross Tweten
5th Bomb Wing Public Affairs

MINOT AIR FORCE BASE, N.D. — Preventing sports and fitness related injuries is an important component of operational risk management, and knowing how to prevent the injuries is half the battle.

“Warming up properly before an activity is the number one most important thing to remember when trying to reduce the risk of injury,” said Roger Nelson, Health and Wellness Center fitness program manager.

According to Mr. Nelson, the proper warm up depends on the type of activity about to be performed.

“A politically correct warm up for running would be that people walk the first minute, walk faster the second minute, break into a slow jog the third minute, pick up the pace of that jog the fourth minute and not until they are closer to about the fifth minute should people really be getting their speed up to what they will maintain,” he said. “I usually don’t put too much emphasis on having people do a lot of stretching before they exercise if they are doing safe controlled exercises like jogging. You get the most bang for your buck stretching after you’ve completed your workout.”

Warming up for a jog is totally different than warming up for an activity like softball or flag football, according to Maj. Gerald McGinty, 5th Medical Operations Squadron physical therapy element chief.

“If you’re going to do something ballistic like sprinting, jumping or lunging like most people do with softball or even youth soccer or baseball, it’s important to warm up for ten to fifteen minutes, break a light sweat, and then stretch the muscle groups you are about to use for a couple minutes before you



Minot Air Force Base Airmen give chase to an ambulance during the 2005 Law Day ambulance chase May 6. The three-mile run was sponsored by the base legal office. Officials suggest the best way to avoid an injury from engaging in any physical activity is a proper warm up. (Photo by Senior Airman Katie Booher)

engage in the activity,” he said. “With jogging you’re not so much worried about stretching the muscles but you’re more concerned with warming up your cardiovascular system, your heart and lungs, to get used to the exercise.”

According to Mr. Nelson, the bigger picture for minimizing injury is to be physically active week in and week out.

“Studies show, those that have a year round program and have a good physical foundation automatically lessen their risk of injury,” he said. “Many times where we see injuries come from is weekend warriors and seasonal participants. People that haven’t perhaps been doing any physical activity throughout the winter whatsoever and they pick up a softball bat and go play softball then sustain an injury.”

According to Major McGinty, having good cardiovascular fitness, strength and flexibility, the three main

components of physical fitness, may not only decrease injury, but might also accelerate the chance of recovery.”

If someone suffers a common injury like a pulled muscle or sprained ankle and is going to self treat it, an important acronym to remember is RICE, according to Major McGinty.

“Rest, Ice, Compression and Elevation,” he said. “Rest the injured body part, apply ice, compress and elevate. That’s the standard for most common injuries.”

Both Mr. Nelson and Major McGinty agree the most important ways to decrease a sports and fitness related injury are a proper and warm up and maintaining a physically fit lifestyle.

The most appropriate warm up is to do in a much gentler fashion the activities you’re about to engage in,” said Mr. Nelson. “Maintaining good fitness year-round will aid in keeping people free of injury.”